

ROADWAY CONSTRUCTION COST ESTIMATION MATRIX

BASED UPON AVERAGE PROJECT IMPROVEMENT COSTS

RURAL TYPICAL SECTION (OPEN DRAINAGE SYSTEM) NO SIDEWALKS OR CURB AND GUTTER

LINEAR FEET	ESTIMATED COST
3,000	\$330,000
5,000	\$550,000
10,000	\$1,100,000
15,000	\$1,650,000

\$110.00 per linear foot

Project improvement cost based on a rural typical section (roadside swales) with a pavement width of twenty feet averages \$110.00 per linear foot for the design, construction, maintenance and miscellaneous expense on projects ranging from 5,600 linear feet to 16,000 linear feet in length. This does not include construction costs for any required retention ponds or stormwater outfall system.

URBAN TYPICAL SECTION (CLOSED DRAINAGE SYSTEM) CURB AND GUTTER, INLETS, PIPES, ETC.

LINEAR FEET	ESTIMATED COST
3,000	\$600,000
5,000	\$1,000,000
10,000	\$2,000,000
15,000	\$3,000,000

\$200.00 per linear foot

Project improvement costs of design, construction, maintenance and miscellaneous expenses per linear foot for urban typical section (curb & gutter) with a pavement section width of twenty feet typically costs from \$140.00 per linear foot to \$260.00 per linear foot of length. This does not include construction costs for any required retention ponds or stormwater outfall drainage system.

RURAL TYPICAL SECTION (OPEN DRAINAGE SYSTEM) NO PAVEMENT

LINEAR FEET	ESTIMATED COST
3,000	\$135,000
5,000	\$225,000
10,000	\$450,000
15,000	\$675,000

\$45.00 per linear foot

Project costs of a twenty foot wide six inch depth of shell, grading of the roadside swales, and sodding any disturbed areas, typically cost from \$30.00 per linear foot to \$60.00 per linear foot of length. Project roadway costs vary depending on existing site conditions and the water management district permit requirements. This does not include construction costs for driveway pipes, required retention ponds, underdrains or stormwater outfall drainage systems.

Generally, the **smaller** the improvement project the **higher** the linear foot cost; the larger the improvement project the **lower** per linear foot cost. **For example:** A roadway project with a length of 1,000 linear feet may cost-out at \$130.00 to \$170.00 per linear foot while a project with the length of 5,000 linear feet may cost-out at \$90.00 to \$130.00 per linear foot, depending on the *Scope of Services* for the project. Project roadway costs are subject to variable site conditions, water management district requirements and current labor and material prices when the project is bid for construction.

Please note:

The estimated Roadway Project costs illustrated on the preceding page are for construction, design, maintenance, and miscellaneous expenses and do not include the costs of (and the exclusion may not be limited to) these items:

- Administrative Fees
- Interest Expenditures
- Drainage easements and temporary construction easements
- Geotechnical services
- Landscaping and/or irrigation (if requested)
- Permit application fees of applicable jurisdictional agencies
- Off-site construction due to off-site drainage conditions affecting the project
- Retaining Walls (if necessary)
- Retention ponds (if necessary)
- Right-of-Way costs for roadway improvements and/or retention pond areas (appraisals, survey fees, title searches, acquisition fees, etc.)
- Roadway or construction engineering inspection
- Site conditions requiring specialty design and construction applications including the removal of environmental hazards and advanced soil stabilization techniques
- Stormwater outfall drainage systems
- Utility relocation costs
- Wetlands mitigation (if required)

The selected design consultant's task is to determine the most cost effective solution for each project based on the actual site conditions. After all problem areas have been properly identified, typical roadway section(s) are developed to minimize drainage problems (including related off-site drainage areas) and maintenance costs. The design consultant prepares an *"Estimated Construction Cost"* report/document based on the project's approved typical section. Each project's "estimated construction cost" is determined by the design consultant's quantity estimate for the project as summarized in the "Preliminary Engineering Report." Actual site conditions for a project vary extensively. Therefore, the information provided is intended only as a guide in estimating MSBU roadway improvement project costs.

June 1997

DESIGNATION OF SPECIAL DISTRICT CONTACT/LIAISON INDIVIDUALS

INCLUDE A COMPLETED COPY OF THIS FORM WITH ALL MSBU APPLICATIONS

Contact person for questions/coordination during the review of the Application
for Special District:

NAME

STREET ADDRESS

CITY AND ZIP CODE

DAY PHONE NUMBER

EVENING PHONE NUMBER

Primary liaison for designation on petition and coordination during the
implementation of the Special District:

NAME

STREET ADDRESS

CITY AND ZIP CODE

DAY PHONE NUMBER

EVENING PHONE NUMBER

Backup liaison:

NAME

STREET ADDRESS

CITY AND ZIP CODE

DAY PHONE NUMBER

EVENING PHONE NUMBER

ROADWAYS AND DRAINAGE- SCOPE OF SERVICES

List only the roads and/or road sections that are applicable. Be very specific. Additional copies of this form are available from the Seminole County Department of Fiscal Services/MSBU Program

ROAD UNDER CONSIDERATION ROAD NAME	CURRENTLY PAVED FROM TO	CURRENTLY UNPAVED FROM TO
ROAD UNDER CONSIDERATION ROAD NAME	CURRENTLY PAVED FROM TO	CURRENTLY UNPAVED FROM TO

Does Seminole County currently maintain these roads? ☐ Yes ☐ No

IMPROVEMENT DESIRED ☐ Paving (New or Reconstruction) ☐ Upgrade Unpaved Road(s) (No Paving)

DRAINAGE SYSTEM is currently ☐ Swales/Ditches ☐ Closed Pipes ☐ No Complete System (Overland Flow)

DRAINAGE goes to ☐ Pond

☐ Lake

☐ Stream/River

☐ Other

PLEASE BE SPECIFIC

Describe current problems/concerns that you are hoping to resolve. Please be as specific as possible.

Are you requesting that the County participate in the improvement costs? ☐ YES ☐ NO. If your answer is yes, please state your reasons here: